

**BRISTOL AIRPORT CONSULTATIVE COMMITTEE MEETING held on 16th October @ 10:30
hours**

Meeting held at Lulsgate House and virtually using Microsoft Teams

DRAFT Minutes

Present:

David Hall, Chairman (DH)
Dave Lees, Chief Executive Officer (DL), Bristol Airport
Councillor Hilary Burn, Clevee Parish Council (HB)
Councillor Jill Patch, Winford Parish Council (JP)
Councillor Roger Wood, Yatton Parish Council (RW)
Councillor Marcia Pepperall, Weston Town Council (MP)
District Councillor Thomas Daw, North Somerset Council (TD)
Councillor Bob Martin, Backwell Parish Council (BH)
Councillor Robin Moss Bath and North East Somerset Council (RM)
Tony Welch, Business West and Bristol Chamber and Initiative (TW)
Joachim Steinbach, Parish Council's Airport Association (JSt)

Also in attendance:

Clare Hennessey, Planning and Sustainability Director (CH), Bristol Airport
Ian Drury, Head of Corporate Affairs (ID), Bristol Airport
Tracy Comer, Media and Community Relations Manager, (TC) Bristol Airport
Andrew Goodchild, Head of Planning and Growth, (AG) Bristol Airport
Sam Goldsworthy, Operational Planning Manager (SG), Bristol Airport
Harry Ellis Corporate Affairs Executive (HE), Bristol Airport
Josh Hodder (JH), Senior Development Project Manager, Bristol Airport
Insp Christian Gresswell, Bristol Airport Policing Team (CG)
Steve O'Donogue (SO), NATS
Rebecca Kinnersley (RK), Project Manager North Somerset Council
Natalie Gaile-Sides, North Somerset Council

Ben Baxter (BB), Policy Advisor, DfT

Alicia Fox- secretary

1. Public Participation – in accordance with the constitution

Questions were submitted in advance of the meeting, these were answered and sent back to the members of the public. No further questions were asked.

Attached as Appendix A

2. DfT presentation on SAF- Ben Baxter

The slides from the presentation have been circulated to members but a brief summary can be seen below:

- What is SAF? SAF can be made from a variety of feedstocks and can be blended up to 50% with conventional jet kerosene for use in existing engines. SAF may also reduce non-CO2 impacts of aviation, including contrails, by reducing particulate emissions.
- There are 3 types of SAF technologies, these are: HEFA/Non- HEFA and Power-to-liquid.
- The UK is interested in SAF because it hopes it will support their legal net zero commitment. SAF is expected to contribute up to 6.3Mt annual CO2 savings by 2040. It will also support green jobs , support economic growth across regions and increase domestic fuel resilience.
- Key risks involved are: Policy certainty into the future, supply and demand uncertainty, revenue certainty, technology and construction risks and feedstock availability.
- Policy objectives: Create secure and growing demand for SAF/ Accelerate development of UK projects/ Secure investment in UK projects.
- SAF supply chain is very complex with many actors.
- Emissions associated with whole system boundary must be accounted for
- Suppliers must provide evidence to DfT for the SAF Mandate, and airlines must provide similar evidence for ETS
- Typically, suppliers will use sustainability accreditation schemes (e.g. ISCC)
- Depending on the supply infrastructure to an airport, additional infrastructure may be required, though in most cases it is not expected.
- Most airports are not involved in the purchase or sale of aviation fuel. Typically, airlines purchase fuel directly from a supplier or company operating the fuel infrastructure.
- It is a decision of a supplier where to supply physical SAF. This will be based on a number of factors including physical infrastructure and commercial factors.
- SAF is not currently distributed evenly across airports.

Questions:

TD- Asked how the revenue certainty mechanism is being funded?

BB- Confirmed they are raising funds by placing a levy on fuel suppliers within the UK which will then be redirected.

TD- Said there are businesses such as McDonalds who produce large amounts of cooking oil, and asked what is stopping them and other companies selling on their cooking oils to airports of other businesses? It appears they are reducing SAF that could be available for on ground uses rather than being used in aviation.

BB- Confirmed they are conscious about diverting fuels away from other uses and believe there is enough additional SAF which would be used rather than diverting it from other uses. There is a cap under the SAF mandate for HEFA fuels to prevent it all being reallocated to aviation. They will also be working to align targets within aviation with the production of SAF for road use to coincide. There are formal statutory reviews every 5 years to look at any impacts, if there was diversion taking place they will look at what measures need to be taken.

TD- Asked how they measure the 5% of SAF for UK use?

BB- Confirmed that the supplier at the duty point manages the amount of fuel being supplied to the UK which includes both SAF and fossil keratin. At that point the fuel is going to the UK.

TD- Asked what is preventing a supplier from purchasing 5% SAF and then store/sell it off, what tests are being done to ensure it is being used on a plane?

BB- Advised that evidence is required to show the SAF has been sold to an airline.

HB- Is the 10% SAF mandate for 2030 still in place?

BB- Confirmed the SAF mandate is 2% SAF for 2025 which is the first year, then 10% in 2030 and 20% in 2040.

HB- Asked if there will there be enough production of SAF within the UK to meet the 10% reduction? Rotterdam has stopped production and she is concerned that will happen here.

BB- Anticipates the SAF mandate targets will be met by both domestic and imported SAF. A lot of HEFA is produced outside the UK, but they are hoping to scale up domestic production with the new revenue certainty schemes. They have looked at the success rates of the facilities and are confident they can meet targets but will constantly be monitoring the plants.

HB- How can they be sure there is no duplication when counting carbon emissions savings?

BB- Carbon accounting guidelines have very strict rules on how you record the emissions on SAF and how these need to be done. With imported fuels there are insurance policies in place such as accreditation schemes and 3rd party expertise to ensure savings are only accounted once.

HB- Is it cheaper for airlines to purchase SAF or carbon offset?

BB- Carbon offsetting may be cheaper for airlines however the UK is looking at Greenhouse gas removal schemes. Under Greenhouse gas removal schemes airlines may look into using these. It is important to acknowledge that both SAF and the Greenhouse removal schemes have a place and will work together.

HB- Asked how the DfT will insist that SAF use increases past the 2%?

BB- The mandate is set at the duty point and they are responsible for how the fuel is sold, they can determine if the fuel has a 2 or 4% SAF blend. Airlines have their own obligations and their own aviation strategies/targets.

HB- Asked if following the influence of Trump's view on SAF, is there now a movement away from it including airlines refusing to commit to using it?

BB- Advised he had not personally seen a decrease in enthusiasm towards SAF, airline trade bodies and various actors show there is a lot of support, there will be some airlines who are less enthusiastic but generally they have not seen a dip.

TW- PTL Fischer Tropsch for synthetic fuels has a very intensive process, is there a risk the Carbon footprint of SAF could be greater than kerosene?

BB- There must be a minimum Greenhouse saving compared to fossil kerosene to be awarded the SAF accreditation. There is a lot of energy required to create SAF but there are rules around renewable energy and not using energy which is being rediverted and replaced with fossil fuels.

3. NSC A38 Update- Rebecca Kinnersley, North Somerset Council

Slides are attached as Appendix B

JSt- Asked how the project was being funded?

RK- confirmed that 85% is being funded by DfT and the Airport is funding the Downside section in its entirety, which is around 15%.

JSt- Said he was concerned that the works would be very disruptive to people traveling to Bristol and back, and asked how long are queues anticipated to be? When is work due to start?

RK- Said they acknowledge that traffic can be bad but traffic management is a priority so they will be issuing advance notices, carrying out night works, and minimizing temporary lights.

Works are due to start in May/June 2026.

JP- Said that the idea of narrow lanes to be used is horrifying as they are barely wide enough for one vehicle let alone two. The village roads are already rat runs and this will make it so much worse.

RK- Appreciates there will be some short term pain but the network will then improve long term.

HB- Said that the A370 and surrounding villages will be heavily impacted and she is doubtful that there will be a long term gain as Airport traffic will continue to grow.

RK- Reassured members why confirming there will be official signage and they will be working with the local Parishes.

HB- Requested that Wrington Hill/Cleeve Hill need to be signposted that they are not to be used as an alternative route.

DH- Asked RK to clarify that the use of narrow lanes means keeping the A38 open but going down to narrow lanes as opposed to redirecting along narrow lanes?

RK- Yes it will be narrow lanes alongside the road works as opposed to the country narrow lanes.

MP- Confirmed that narrow lanes are favorable to traffic lights. She advised that rush hour traffic is spread out over school holidays so that would be a beneficial time for work to be done. JSt- Any intention for Long lane to be used as a diversion route? It is very narrow and already has a lot of airport traffic using this road.

RK- Not that she is aware but diversions are still being reviewed. Welcome feedback from the Parishes and they will be speaking with Ward Councillors.

MP said that the bus service from Weston to the Airport is excellent and anything that can be done to incentivise it would be brilliant.

TW- Asked what the priority was when selecting contractors cost/speed of work?

RK- Advised that the process they went out with looked at cost, speed and also quality of work and all of these factors were equally weighted.

4. Insp. Christian Gresswell- Police update

CG provided members with an update on what the Airport policing team have been doing. He said that in their opinion parking in and around the redlines has improved. This was agreed by the members.

There are still issues with rogue parking companies, and there was a successful operation to target them, with another operation planned in early November, specifically targeting the criminality of the drivers, eg lack of insurance.

HB- Advised CG of an incident in Cleeve where two cars were damaged which was reported to the Parish Council.

TD- Asked if the road improvement works that have been shared by NSC, are going to make the policing teams work easier or more difficult?

CG- Said it is always difficult to predict a long term outcome but he is hopeful it will be beneficial and they have been involved in the discussions. While the work is due to be taking place the police and emergency services flagged a concern regarding narrow lanes and access but they are comfortable they will be access different locations easily enough.

TD- The funding to NSC for parking enforcement officer is due to run out next year, it is an important role and saves the police time. Is there any possibility to fund this role outside of the s106 funds?

CH- Confirmed the Airport will be extending funding for that role to continue as can see the benefit the role offers.

CG advised of a 2 day operation to target organised immigration offences and said this will be a more regular occurrence.

The Airport police team are working alongside the Airport for a large exercise that will be taking place in November.

CG conformed the priority is maintaining a high visibility within the airport but advised of some other events/situations they attend:

- Reports of smoking/vaping on aeroplanes
- First aid calls, panic attacks, mental health issues, sudden deaths
- Road traffic incidents, including drink drivers on the A38, animals in the road/fallen trees
- Items that come through security such as drugs/knives
- Manage a drone incidents
- Missing people enquiries
- Drunken behaviour
- Child safeguarding concerns

If things happen away from the Airport and Airport police team are the closest then they will attend the incident such as a burglary etc.

HB Asked if that would that include Cleeve?

CG- Yes, depending on the issue.

JP- Asked if CG was aware of the issue on Sunday morning involved in incident at Cooks Bridle Path and 2 lorries trying to get through?

CG- He had not been made aware of the incident.

5. Apologies for absence

Councillor Laurie Vaughn, Wrington Parish Council (LV)

Councillor Barbara Harland, Backwell Parish Council (BH)

Councillor Louise Leeder, Chew Valley (LL)

Councillor Izzy Russell, Bristol City Council (IR)

Neil Bromwich ,CBI South Western Region (NB)

Kathryn Davis, Visit West (KD)

Wendy Walker, ABTA/GTMC (WW)

Rachel Seward, Airport Operations and Contracts Manager (RS)

Simon Crew, TUC (SC)

6. Declarations of Interest for Local Authority Elected Members

None

7. Minutes of the Meeting –18th July 2025 (previously circulated)

(a) Confirmation of accuracy

Minutes were agreed by the committee.

(b) Matters arising

None.

8. Chief Executive Officer Report

This was shared in advance of the meeting.

DL highlighted a 50% increase of employees since pre covid.

HB- Asked if these employees are full time?

DL- Majority will be full time but some will be part time and 75% of the employees live within 20miles of the Airport.

JSt said that a substantial revenue stream for the Airport is from carparking, and asked how committed are the Airport to encourage public transport?

DL- Confirmed that public transport is very important as it gives passengers the freedom to choose their mode of transport. There are targets that the Airport have to meet and are committed to doing so with regards to public transport and funding has been provided to NSC to help improve public transport links to the Airport. They would like to see reduction in the use of the pick up and drop off carpark which is reflected in the higher price.

HB- Said she feels the modal transport targets are not ambitious and targets should be much higher.

DL- There are different views and Bristol Airport are tracking in an upward trajectory.

9. Questions from Members

These were circulated with answers prior to the meeting. Appendix A

HB said she was not happy with response on dispensation flights submitted on 13th July. Luton Airport provide a detailed response for the reasons dispensations were granted. She requested Bristol Airport create a table like the one provided by Luton Airport and that it is shared on the website. She said the Airport and NSC do not have a formal guide on the granting of dispensations, and she wants a formal consultation to be put out so local communities can have input.

DH- Advised that he had reviewed the submitted questions and the answers provided by the Airport and asking the same questions in a different way cannot keep requiring additional answers. The constitution states that one topic cannot dominate the ACC meetings.

AG- The vast majority of flights that are dispensated are down to Air traffic control issues. These reasons are shared with NSC. The dispensation policy itself has been agreed with NSC on the way which dispensations are communicated and agreed between them. Reasons why flights can be dispensated are set out as part of the planning conditions attached to the planning application. Enforcement action can be taken by the Council if they consider there has been a breach of the conditions. HB- Said she feels the Airport are not being transparent about the reasons for dispensations being granted.

AG- The required information is shared on the Airport's website once it has been agreed with NSC but it cannot be publicised ahead of that meeting.

HB- Requested that the process is changed to publicise the reasons why each dispensation is granted in the same way Luton do. AG agreed to consider this.

10. Planning update provided by Andrew Goodchild

12mppa Planning Permission

Approvals

- No 12mppa related determinations within the last quarter.

Pending

- Discharge of condition for bat survey information related to the temporary Cogloop2 permission – (25/P/0752/AOC – validated 9/4/25). All matters resolved and just awaiting final signoff from NSC ecologist.
- Reserved Matters for Cogloop2 (25/P/1432/RM) and associated conditions (25/P/1505/AOC) – application seeking the permanent retention of the carpark in accordance with the 12mppa phasing strategy. Still being considered by NSC. - submitted 14th July.
- Request to discharge 12mppa condition 34 – Foul Water Drainage System related to the terminal extension – submitted 9th September.

Update on Other applications submitted to North Somerset Council

- Partial discharge of Condition 4 (BREEAM rating Very Good) for the new lounge built over the rooftop terrace. Approved 16 th July 2025.

Permitted Development Consultations

- New Visual Damage Recognition (VDR) shed for vehicles entering the Silver Zone carpark.
- 25/P/1720/AIN – accepted as permitted development 17 th September 2025.
- Solar lighting project to illuminate part of the Silver Zone carpark – registered 10 th October 2025 and awaiting decision. Ref 25/P/2099/AIN.

Consultations and Applications likely to be submitted in the Next Quarter

- BREEAM very good condition related to the terminal extensions.
- Further design detail related to the A38/Downside Rd junction to address 12mppa condition

(Due to the nature of operational development, there is the possibility of additional GPDO requests / planning applications in the next quarter.)

15mppa

BAL has been working on the detailed design of 15mppa over the summer, refining the proposals.

On the basis of these refinements we have decided to undertake a short supplementary consultation to ensure that we capture views from the community prior to submitting our application in the early part of next year. We will update ACC Members with more information shortly.

JSt- Asked if the planning report could be circulated in advance?

AF- advised it always goes in the minutes and that is the best place as the update could change right up to the meeting.

HB- Asked why the multi-story 3 has not been mentioned, is this going to be included in the application after Christmas?

AG- Confirmed they are hoping for construction to commence in 2026.

HB- Will it be built ready for the increase of passengers to 12mppa?

AG- Said they had to follow the planned sequence which had been explained before, this was to complete multi-storey 2- now done, then resolve the northside parking which was lost and then commencing work on multi storey 3. If Cogloop 2 is given, to do all of the works at the same time would increase of the pressure and potentially lead to off site parking issues.

HB- Asked if the supplementary consultation will be before Christmas? Is it going to be like the Masterplan consultation? What do you hope to achieve?

AG- Said they are finalising the design and feel it is the right to go back out for another consultation to obtain views on the design changes. They can listen to feedback before finalising the plans for submission. The consultation will be before Christmas.

TD- Asked if the consultation will coincide with Local Plan consultation?

AG- Said there is a possibility.

REPORTS FOR INFORMATION AND QUESTIONS

11. Statistics

a) Passenger

(b) Aircraft movements

(c) Flyer volumes

The above statistics were noted by members.

12. Reports:

- Draft Minutes – Environmental Effects Working Party

Noted by the committee

- Bristol Airport Local Community Fund

Noted by the committee

13. Items of General Interest

JP provided an update from the Disability Forum who visited the PTI. They found the following issues:

- Doors not allowing enough space for passengers with reduced mobility when exiting off of the buses. She feels the doorway needed an 'in' and an 'out' set of doors.
- Accessibility sign by the buses had a phone number but if you try to use your phone to call them you would not be able to hear them due to the noise.
- Bench in front of the accessibility sign which would block number for wheelchair users.
- Disability parking bays seemed to be taken advantage of.
- Disability and baby change toilets seemed too small.
- Wheelchairs should be located by the car spaces rather than needing to walk to find them as they were not signposted.

DL- Confirmed that he was aware Jo Chase attended the visit and said the Airport will catch up with him and follow up on the issues discussed.

14. Notification of Items of Business for the Next Agenda

Suggestions to be sent to AF.

15. Any other business which the Chairman deems to be urgent

HB- Said there had been a serious incident in Cleve with regards to parking and would like to request Bristol Airport no parking signs.

HE- Agreed to discuss this outside of the meeting with HB.

Meeting closed:12.32pm

From July 2025 meeting

QUESTION: Hilary Burn asked in the meeting on 16.07.25

Following the last meeting and presentation from fire brigade, have the 10 sites now been identified and are they now safe? This was raised in the EEWP meeting in 2022.

RESPONSE: The Environment Agency has requested all UK airports to investigate the risk and presence of PFAS (per and polyfluoroalkyl substances) and other hazardous and non-hazardous substances in the environment. As part of this work, Bristol Airport has completed a comprehensive site survey and screening exercise to identify and assess potential sources of PFAS across site. The assessment began by pinpointing areas and activities most likely to use or release PFAS, followed by a detailed screening stage that used existing data to prioritise locations presenting the highest potential environmental risk.

As an Airport, PFAS sources are mainly linked to aircraft maintenance products or firefighting foams. The Airport has used PFAS-free firefighting foam since 2009 and previously undertook a risk assessment in 2021, which found no abnormal results or risks to drinking water. The recent screening exercise similarly indicated low levels of PFAS risk overall. Thirteen discharge points have been identified to progress to the third phase - a 12-month monitoring programme - scheduled to begin by the end of October.

Questions for October 2025 meeting

QUESTION FROM AND DATE: Hilary Burn sent 16 July

Please explain the difference between scheduled aircraft movements and actual movements? There were 150 scheduled movements in Q1 2025 but the actual movement figure was 214.

RESPONSE: This question was answered ahead of the July 2025 meeting. Please see the answer provided.

QUESTION FROM AND DATE: Hilary Burn sent 16 July

After many complaints about the dispensation system in 2024, the management team tried to resolve the problem of dispensations by allocating an average number of flights between 23.00 -23.30 hrs to 5.7. Why has the management team knowing that the delayed flights continue to be very high allowed the average number of flight movements to be raised to 7.2.

RESPONSE: This question was answered ahead of the July 2025 meeting. Please see the answer provided.

QUESTION FROM AND DATE: Hilary Burn sent 16 July

Why are the management team scheduling flights to depart earlier than 06.00 hrs, for example, Ryanair on Sunday mornings at 05.40 hrs.

RESPONSE: This was covered in the presentation given by ACL at the ACC meeting in October 2024. This question was also answered ahead of the July 2025 meeting. Please see the answer provided.

QUESTION FROM AND DATE: Hilary Burn sent 16 July

What reduction will there be in ground noise when all mobile ground noise units will be electric? What is the difference in noise between electric power unit and hydrotreated vegetable oil?

RESPONSE: We are committed to reduce and phase out mobile diesel generators with around 60% of mobile ground power units now being electric, reducing both the ground noise and emissions associated with using mobile diesel generators. By 2029, 100% of mobile ground power units will be electric. We have not assessed in isolation what the reduction in ground noise, attributable to this noise source alone would be, or the noise difference between mobile electric power units and mobile power units powered by hydrotreated vegetable oil.

QUESTION FROM AND DATE: Hilary Burn sent 16 July

The Airline League Table is now up on the website but ignores dispensations. The table should include dispensations.

RESPONSE: The creation of an airline league table is a commitment in our Emissions and Climate Change Action Plan to “measure and record carbon emissions and noise levels from aircraft operators arriving at Bristol Airport.” It does not include dispensations, which are shared with North Somerset council every month.

QUESTION FROM AND DATE: Hilary Burn sent on 30 July

Please can I be informed of the definition of 'passenger hardship' which is a reason for dispensation of aircraft movements other than delays for air traffic strikes, weather and medical and safety emergencies?

RESPONSE: A delay of over two hours has been agreed with North Somerset Council as a measure of when delays would constitute a serious hardship to passengers or likely to lead to serious congestion at the aerodrome. If a flight was refused permission to land at Bristol, it would have to divert to an alternate airport (which may also have night time movement restrictions). This would add up to an hour to the flight time, taking the overall delay to three hours, and then passengers would have to wait for coaches to be organised to return them to Bristol, which could take between one – two hours, and then the journey time itself from the diversion airport is likely to take a minimum of two hours, which would result in a total delay time of six hours or more.

QUESTION FROM AND DATE: Hilary Burn sent on 30 July

Why is Bristol Airport not transparent and not allowing dispensations to be an agenda item at either the Airport Consultative Committee (ACC) meeting or Environmental Working Group meetings and withholding information on the issue, such as the reasons for dispensations? The information on dispensations is easily available from North Somerset Council under a Freedom of Information request and is published at other airports, for example, Luton Airport, Quarterly Flight Operations Report. It should be made available immediately for the public to view, commencing at the next ACC meeting.

RESPONSE: As has been explained before, only North Somerset Council as the Local Planning Authority have the power to take enforcement action if they deem that there has been a breach of planning control. Conditions attached to our 12mppa consent set out the criteria for dispensations and, as we have set out verbally and in writing, it is the role of the Council. We have described the process of discussion between BAL and NSC on a number of occasions.

Bristol Airport is not withholding information on dispensations, we provide the information to North Somerset Council as the enforcing planning authority to determine whether flights qualify as dispensations or

not. Once the dispensation flight information has been agreed with North Somerset, we publish information on dispensation flights every quarter.

QUESTION FROM AND DATE: Hilary Burn sent on 30 July

Has Bristol Airport submitted a Dispensation Policy to North Somerset Council other than what is outlined in the Inspectors Report as has Luton Airport to their Authority; and has it been agreed? Does the Policy contain the 2 hour rule? If so, why was there no consultation with the public? If not, why not?

RESPONSE: As you are aware, Bristol Airport meet with North Somerset on a monthly basis to consider the list of overrun flights and decide which can be dispensation or not. To aid the meetings and provide guidance, a dispensation protocol note has been prepared by BAL and agreed with NSC. The two hour threshold is set out within the protocol and has been acknowledged and accepted by NSC as a reasonable threshold.

The dispensation protocol is linked to the 12mppa planning conditions. NSC are the enforcing authority in relation to planning conditions and therefore we work closely and transparently with the Council to ensure we fully comply with our planning conditions. The dispensation protocol is guidance agreed between BAL and NSC. It is not a formal policy and therefore hasn't been subjected to a formal consultation process.

QUESTION FROM AND DATE: Hilary Burn sent on 30 July

What contingency plans are being made across the aviation sector and specifically at Bristol Airport to reduce the requirement of dispensations in light of climate related weather issues such as storms which are more severe, wildfires and flooding? What measures have been taken to reduce delays of aircraft movements from wars and change of airspace?

RESPONSE: As has been set out before, no party within the aviation sector wants flights to be delayed, at whatever time of the day those delays take place. We have described before the role of ACL in allocating slots, the role of airlines in modifying schedules and the role of BAL in ensuring planes depart on time, which are the elements which limit the number of delays and are within our control.

QUESTION FROM AND DATE: Thurs 2nd Oct - Janet and Tony Grimes

I asked a question before the last meeting about how BAL calculates how many passengers travel to/from the airport on public transport.

I received a reply from the committee which said this was going to change and would be brought into line with how other airports calculate this, using a passenger survey designed/approved by the CAA.

Could we please see this survey and have details of how it will be conducted at Bristol Airport?

Is it now fully in use here?

For local communities around about who are so badly affected by road traffic from airport users, it is really important that we have confidence in this way this data is collected.

RESPONSE: In accordance with the requirements of the 12mppa Section 106 agreement, performance against the 12mppa Public Transport Mode Share (PTMS) target is monitored by the CAA's Departing Passenger Survey.

The CAA have over 40 years of experience conducting passenger surveys at UK airports, including periodically at Bristol Airport prior to the pandemic. The methodology utilised at Bristol Airport is consistent with that applied at all other surveyed airports, including those that utilise the survey results for determining compliance with equivalent PTMS planning obligations/requirements – for example, London Luton Airport.

To understand passenger travel patterns, the survey asks for all modes of transport utilised by passengers to travel to the airport, which are recorded separately. This ensures that multi-legged journeys are captured – for example, if a passenger booked a taxi to their local train station, caught the train to Bristol Temple Meads, and then took the A1 Flyer to the Airport, each part of their journey would be recorded. For the purpose of reporting PTMS, the 'main mode' is identified, based on the longest part of the journey by distance.

Other questions include trip origin, group size, journey purpose, as well as demographic information.

Fieldwork recommenced at Bristol Airport in April 2023 (prior to a passenger throughput of 10mppa being reached). Surveying takes place continuously throughout the year in the departure lounge or at gates, with a target set by the CAA for the total number of passengers to be surveyed. The CAA statistics experts have determined that the recommended annual sample at Bristol Airport is 7,500, which should be spread evenly across the year (i.e. 625 per month). This sample, as a proportion to the total traffic, is like those at other CAA survey sites and is sufficient to support robust analysis of the different metrics on the survey.

Interview shifts take place at different times of day and days of the week, to ensure a representative sample is obtained. The CAA continuously monitor the incoming survey data and direct the survey team as required, to ensure that no route is either over-sampled or under-sampled.

The CAA apply a weighting process to ensure that the statistics provided, for example on PTMS, are representative of the overall passenger throughput, not just the individual survey responses.

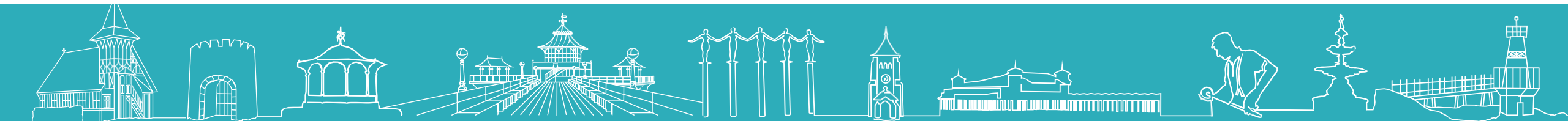
Further information on the survey methodology is available from the CAA on their website: <https://www.caa.co.uk/data-and-analysis/uk-aviation-market/consumer-research/departing-passenger-survey/>

A38 Major Road Network Update

Bristol Airport Consultative Committee

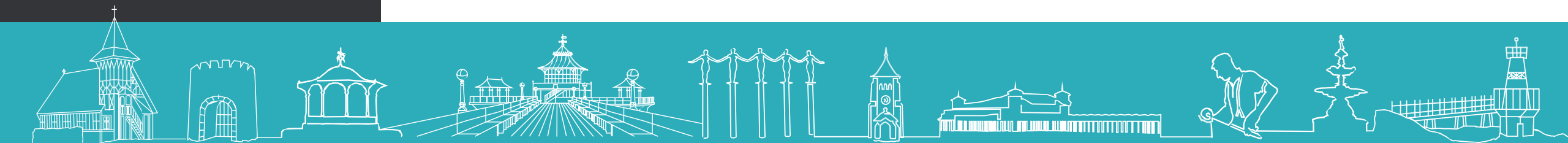
16 October 2025

*Becky Kinnersley-Fowler – Senior Project Manager, North Somerset Council
(rebecca.kinnersley@n-somerset.gov.uk)*



Agenda

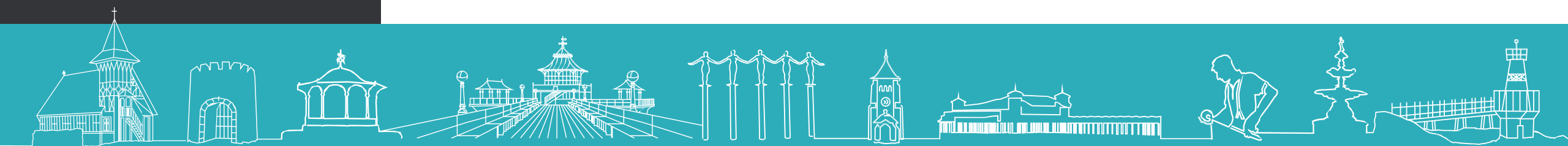
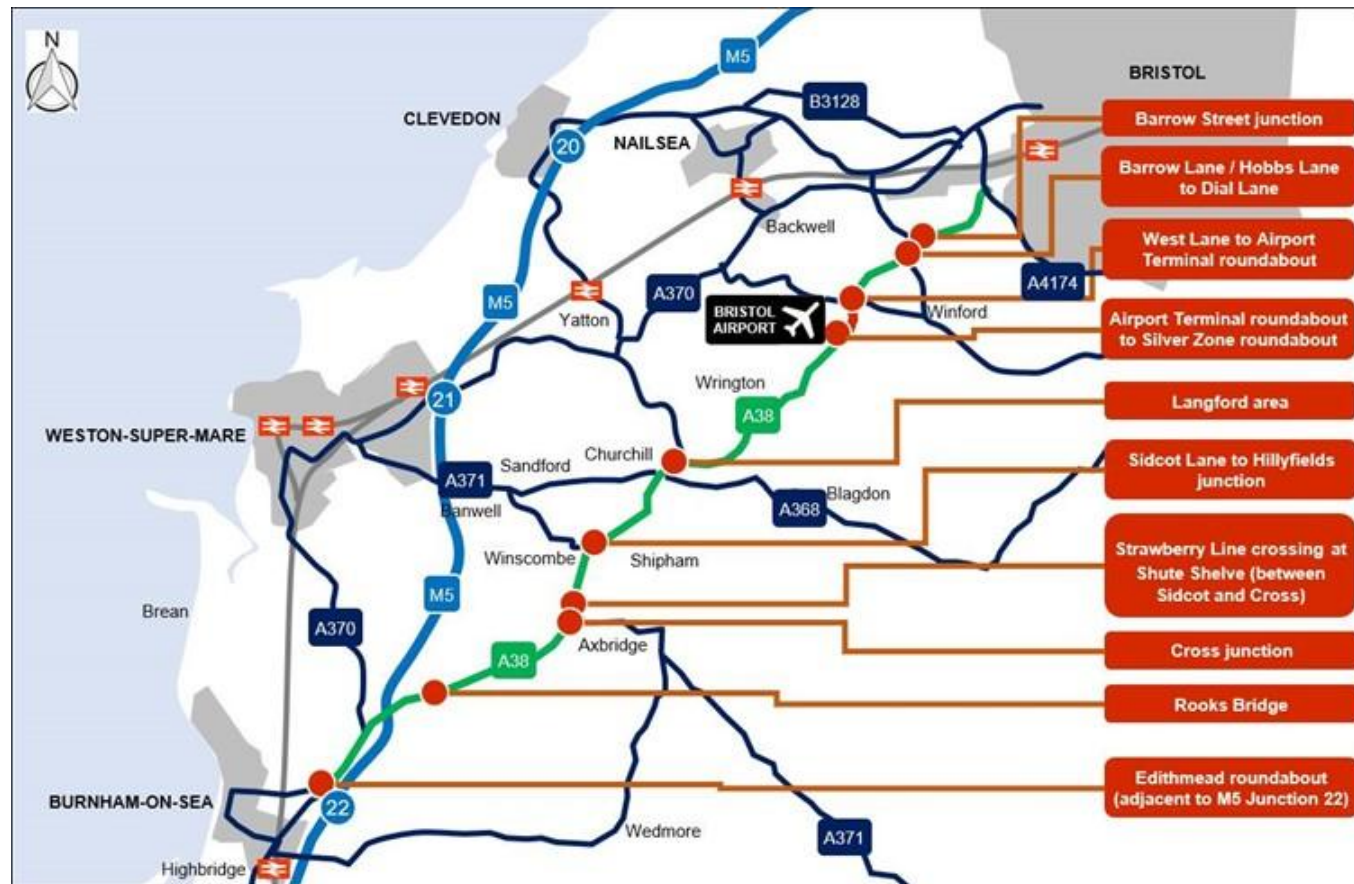
1. Scheme overview
 - Background
 - Objectives
2. West Lane to Airport Terminal Roundabout scheme
3. Airport Entrance to Silver Zone Roundabout scheme
4. Traffic management approach
5. Keeping up to date



Scheme Overview

- Scheme overview

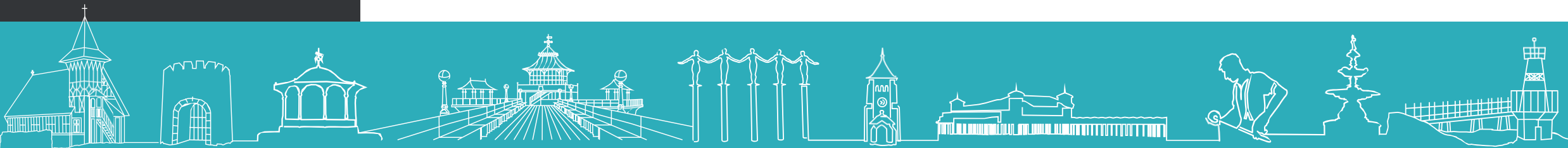
A proposed package of 10 targeted journey reliability, road safety and active travel improvements along the A38 corridor, six within North Somerset and four within Somerset.



- **Scheme overview:
Background**

Scheme Background

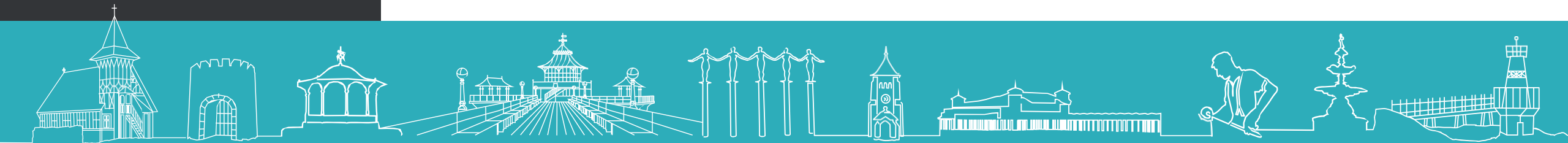
- North Somerset Council partnered with Somerset Council in 2019 to develop the A38 MRN scheme in response to DfT announcing the National Roads Fund and MRN bid process.
 - Outline Business Case submitted March 2022.
- In February 2022, Bristol Airport was granted planning permission to expand to 12 mppa.
 - Associated S.106 agreement requires delivery of highway improvements to the A38 approach road, incl. Downside Road junction.
 - CPO confirmed March 2023.
- Following this, in line with S.106, it was agreed that North Somerset Council would deliver the A38 Downside Road highway works on behalf of Bristol Airport as part of the wider A38 MRN works programme.



- **Scheme overview:
Objectives**

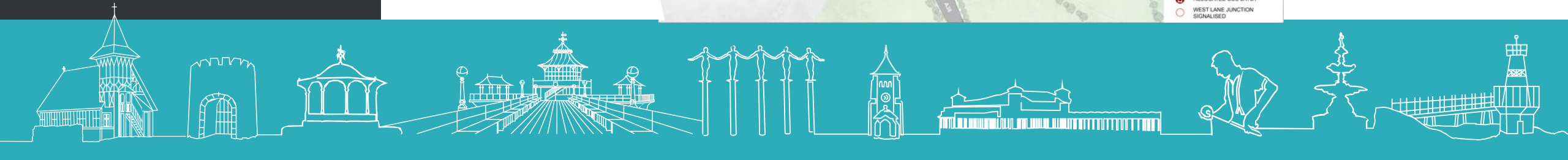
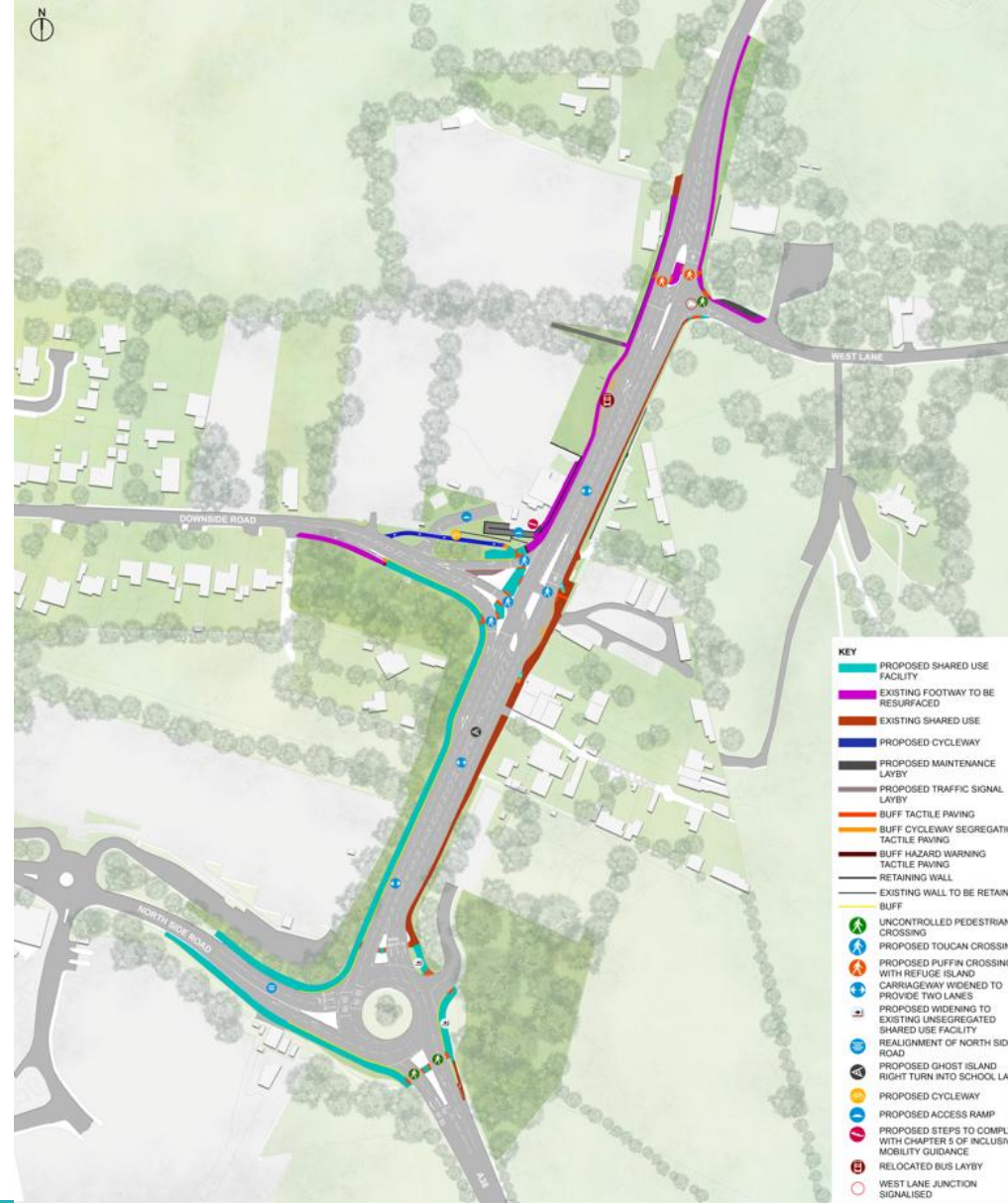
Scheme Objectives

- **A38 MRN NSC Objectives**
 - Better connect local communities by active travel modes
 - Improve journey reliability times along the A38 corridor
 - Improve road safety for all travel modes
 - Provide environmental enhancements and reduce carbon generation from alleviating traffic congestion
- **How were the interventions selected?**
 - An Options Assessment Report was compiled evidencing the selection process for the chosen interventions
 - Interventions chosen based on fit with DfT MRN objectives, strategic alignment with policy, value for money and beneficial social and economic impacts
 - Options refined using DfT Early Assessment and Sifting Tool and DfT Options Assessment Framework



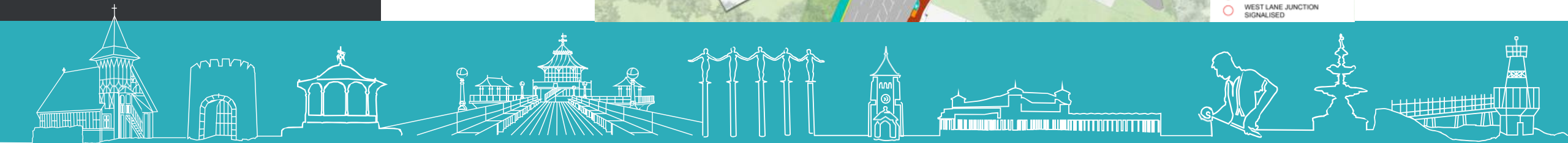
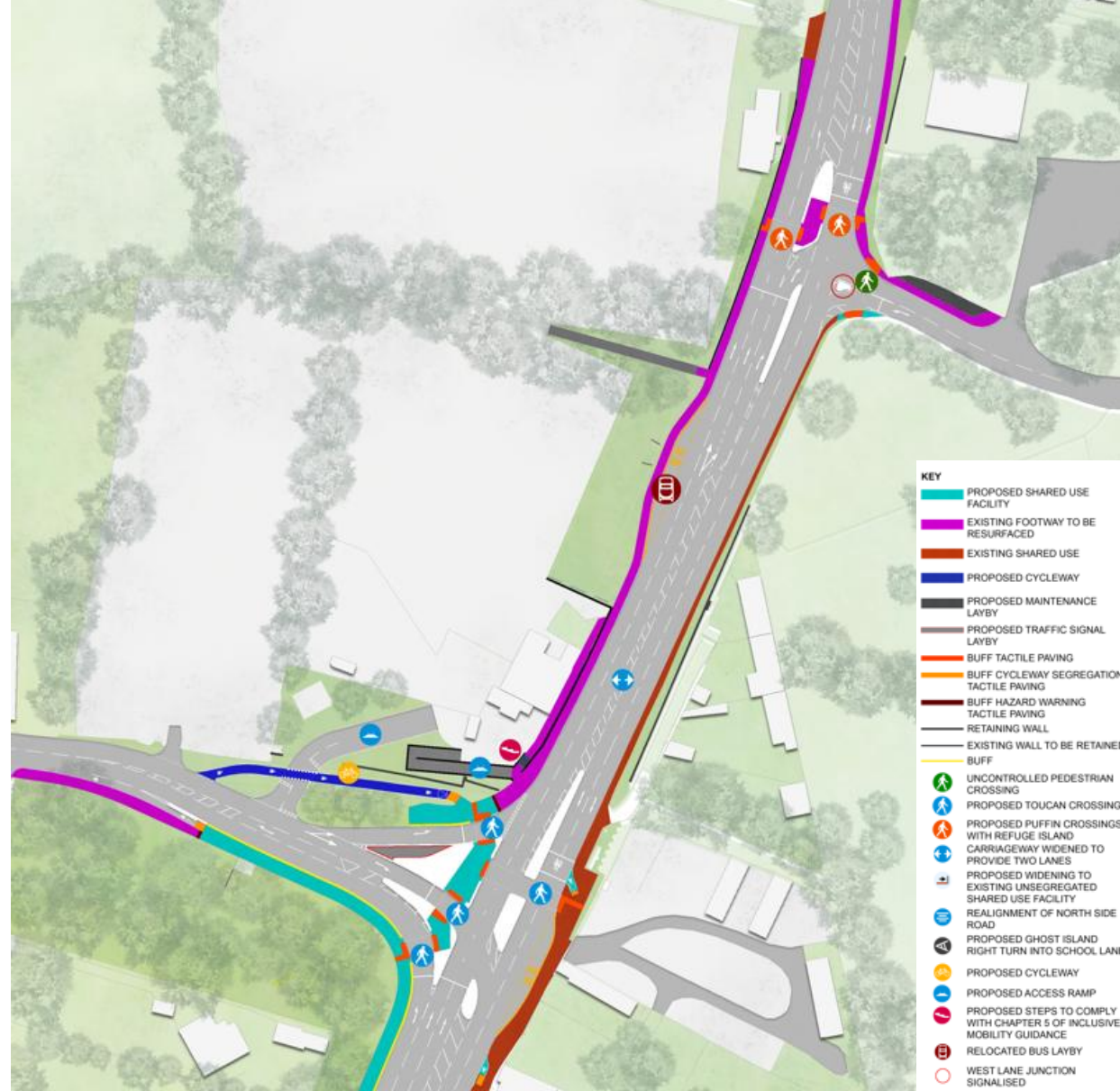
- West Lane to Airport Terminal Roundabout (Winford / Backwell / Wrington)**

Provision of improved pedestrian and cycling facilities, with carriageway widening to reduce traffic congestion ensuring more reliable times for all users including public transport



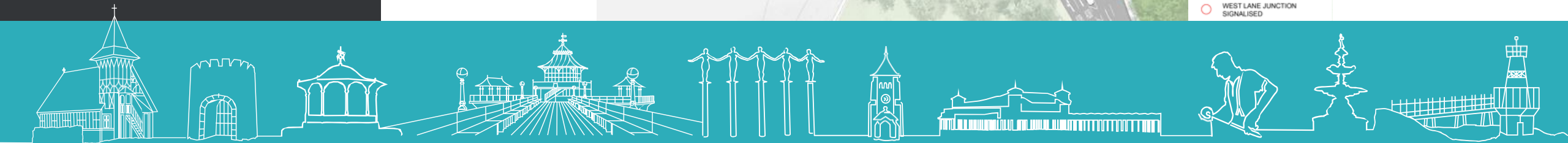
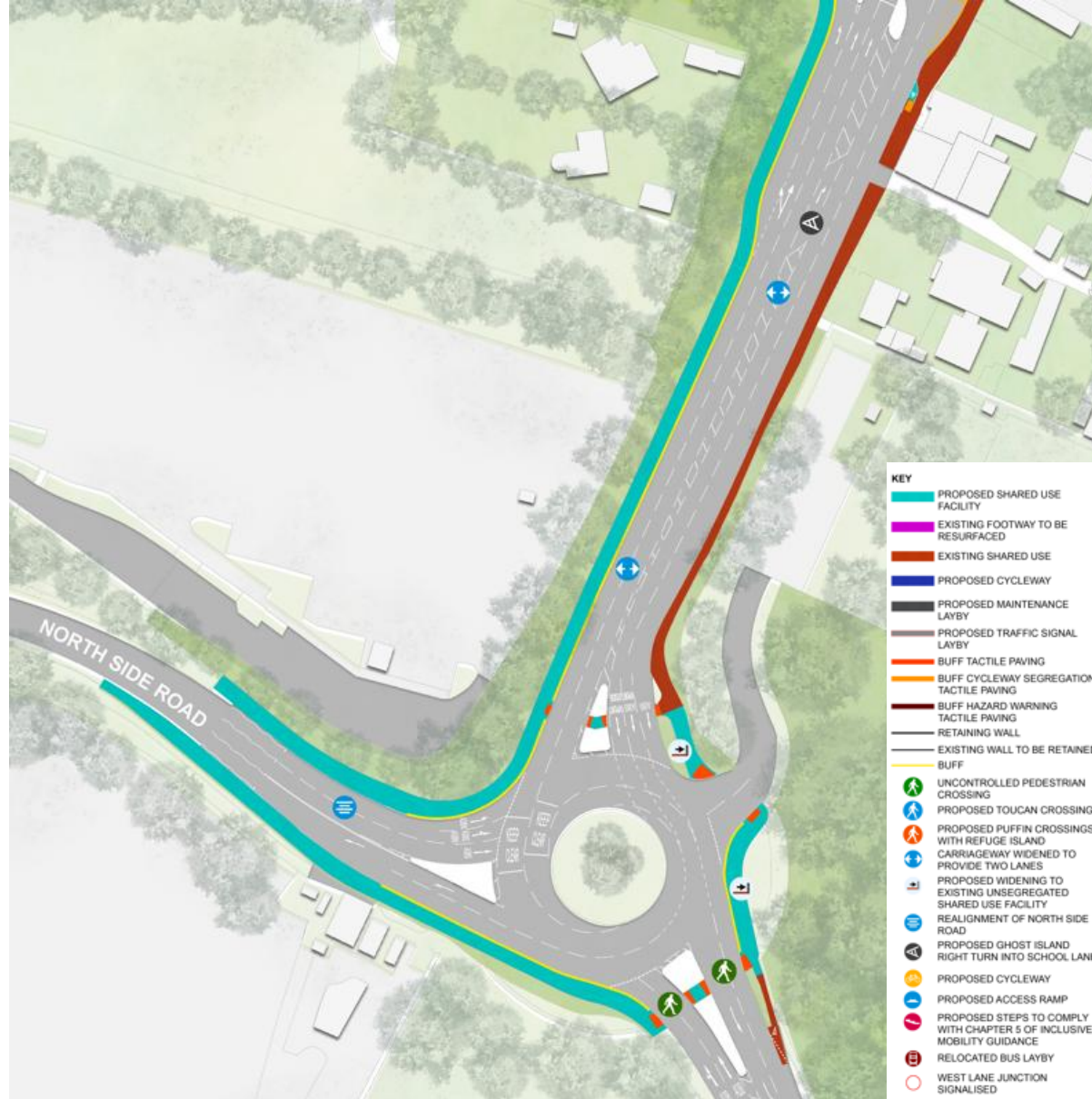
- West Lane to Airport Terminal Roundabout (Winford / Backwell / Wrington)**

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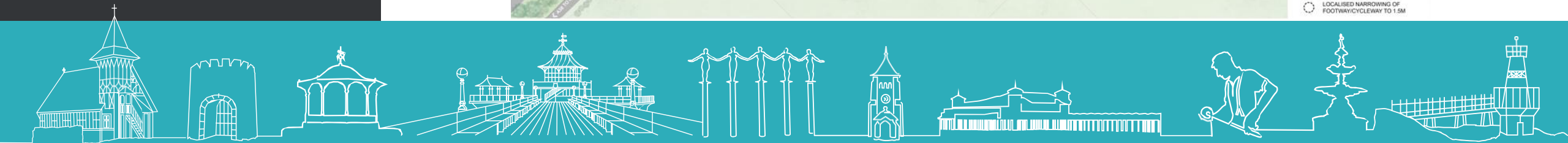
- West Lane to Airport Terminal Roundabout (Winford / Backwell / Wrington)**

Provision of improved pedestrian and cycling facilities, with carriageway widening to reduce traffic congestion ensuring more reliable times for all users including public transport



- Airport Entrance to Silver Zone Roundabout (Wrington)**

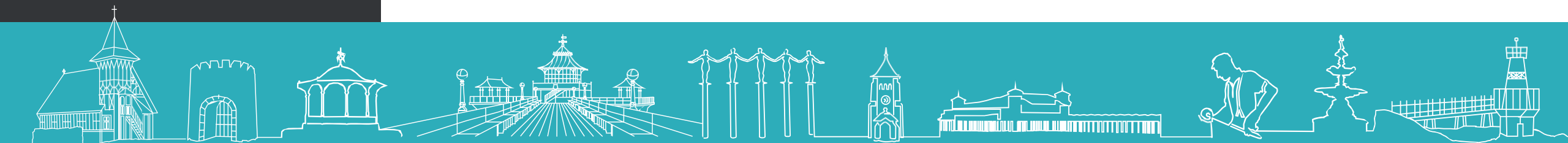
Public transport scheme, providing shared cycle/pedestrian facilities and improvements to public transport through provision of a designated bus lane



- **Traffic management approach**

Traffic management approach

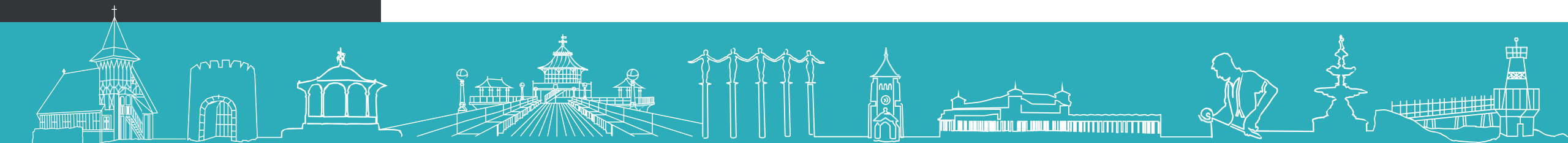
- Traffic management and works phasing plans in development in collaboration with Bristol Airport Operational and North Somerset Council Network Management Teams
- Narrow lanes to be used as much as possible with temporary traffic lights avoided as far as possible, aside from for essential night works
- Works to be phased with consideration of impact to wider A38 network and other works ongoing in the local area
- Communications plans for local residents and those impacted in development



- **Keeping up to date**

Keeping up to date

- NSC A38 MRN scheme website: n-somerset.gov.uk/a38mrn
- Briefings for impacted Parish Councils, Ward Members and other key stakeholders to be held in November 2025
- Public drop-in session anticipated for November 2025
- Internal communications activities for Bristol Airport from October 2025 onwards
- Further sessions to be held closer to construction start date in 2026



- Questions

Questions

